

jected to later by the British and I presume while we are here at the front Sunday work will have to go the same as other days.

I had a conference with the C. of G.; G.; Division Medical officer, and Division Engineer at Division Headquarters. The Colonel very kindly sent out his auto to take me in. All conferences were in relation to the construction of shell proof shelters for the Division Headquarters officers and of Battalion Aid Posts and Relay Posts.

We will put in supports under the first floor of the building in which Division Headquarters is located and make them at 5.9 shell proof shelter. We examined the location for Battalion Aid Posts in which wounded can have their wounds redressed and the doctor be protected from shell fire, 5.9 shells. The Relay Post is simply splinter proof, and is where the stretcher bearers change or shift. We got back to Watou for dinner about 1:15 p. m. Went over to a Belgian restaurant that has been started since the war, started in a rather attractive house. We had a good omelette, coffee and desert. In the afternoon we rode over to Houtkerque to see General Godby regarding our work and assignments. We came back by camp and the Colonel had supper with us.

*July 15, Monday.* Today we have been busy planning our work for two Battalions of Infantry which are to work under our supervision on the West Poperinghe Line. We had a long conference with General Godby and arranged our plans for the work. Also arranged to go over the Support and Reserve lines so as to know definitely what has to be done. This work will be done under the supervision of Major Lysterly and other officers of the 2d Battalion. We went back to Watou where we had supper and at nine o'clock I came back to camp.

*July 16, 1918, Tuesday.* Last night we not only had an *air raid* but our camp was bombed. One bomb hit near a group of tents at the end of the stable where the Engineer Train horses were kept. It was not one of the large bombs but it was very destructive. It killed Sergeant John D. Huffman of the Train and wounded Master Engineer Walter E. Allen, Corporal Fred W. Hildebrand of the Train, Private Albert T. Corpening of the Train, Herbert I. Champion of the Medical Detachment. It also wounded Lieutenant Albert T. Spence of Company B. Two horses were killed outright and three so badly wounded that they had to be killed. Seven other horses